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Kazakh Academy of Transport and Communications” (KazATC), Almaty

“Inland Freight Corridors: Relevance Issues, Extensions and Alternatives”

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Région Haute-Normandie

ACTION 5 : Vulnérabilité de la chaîne logistique

Inland freight corridors: Relevance Issues, Extensions and Alternatives



Existing corridors & projects: function Issues & Location

6 CAREC Corridors (Central Asia)

with 3 functions:

Transport Corridor

Transit Corridor

Economic Corridor

Integrated Transport Corridors (TRACEA)

10 Multimodal (Transport) Corridors (EU)

Existing corridors : Function Scale & Location

Trade Corridors (Sub-Saharan Landlocked Countries)

Subcorridors (CAREC)

Industrial Corridor (India)

Port & Logistic Corridors (Gwadar, Baluchistan)

&

Inland Freight Corridor (along Waterways Axis)

Inland freight corridors: Relevance Issues, Extensions and Alternatives

Corridor is a spatial concept that defines a space (geographical area, zone, territory) toward particular function(s). (Spatial Analysis)

Corridors are defined in various contexts.

Transport corridors are frequently defined as lines or networks that yield areas where trips are tend to cluster...

Transport corridors: Relevance Issues

The Scale of transport operation (transfert of goods and / or Passengers) : large land area, long distance, geographical constraints, physical obstacles, inhabitants settlements, location of economic activities...

International Transport

Domestic transport

InterConnections (intermodal)

Main transport within a global chain

Transit corridors: Relevance Issues

Transit function (tunnel effect)

Various member countries (landlocked countries, dependency)

Scope for coordination and regional cooperation in developing transit corridors

Border crossing points

Standards (safety, procedures, ...)

Economic corridors: Relevance Issues

Spatial organization of economic activities

Connectivity under corridors to promote

spatial transformation,

agglomeration (polarization)

& economic diversification

No single road (good connectivity)

Connectivity between various sized markets

Not only public investments but role of the private sector...

Existing corridors : Function Scale & Location

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Freight Corridors: Connex Issues Extensions

Gateways ≠ Hubs

Land-Bridges

Corridors



Logistics Eco-Systems

Corridors along valley, waterways, axis,... &

NETWORKS

French Inland Freight Corridor: The Seine Axis



French Inland Freight Corridor: The Seine Axis & HAROPA

The Seine Valley is a *line from the global city of Paris to the ocean*, linking together Paris, Rouen, Le Havre and the dynamic regions of Normandy and Ile-de-France.

HAROPA, the joint venture between the ports of Paris, Rouen, Le Havre

Created in 2012 with the purpose of building up a European-sized port system in the field of industry, logistics and tourism dedicated to its customers.

French Inland Freight Corridor: The Seine Axis

HAROPA as an Integrated Corridor from Paris to the Channel (Sea) (pooling the means of the 3 port authorities)

Port corridor

Logistics Corridor

Multimodal Corridor

HAROPA (2015 Data): Ports of the Seine Corridor

Actually being the **largest French port system** with **91.4 Mt of sea traffic (maritime traffic)**

and more than 20 million tons of **river traffic** in 2015,

HAROPA ranks 5th within the Northern Range Europe

after Rotterdam (466 Mt), Antwerp (206 Mt), Hamburg (138 Mt) and Amsterdam (97 Mt).

In this very competitive market, the 3 ports of the Seine corridor had to distinguish themselves..

HAROPA (2015): Ports of the Seine Corridor

HAROPA is listed in the main European transport network (core network) and the projects supported by HAROPA were granted more than 100 M€ of subsidies by the European Union in 2015 to strengthen its sea and land accessibility.

Traffic growth from 2012 (+6.9% in tonnage) and the increase in the market share of the port of Le Havre within the northern range on the very competitive container sector are also favourable signs; t

he market share of the port of Le Havre on the container market within the northern range increased from 5.87% to 7% from 2011 to 2015).

The Seine Corridor within the EU Market

HAROPA's strength lies in its ability to make the competitiveness and visibility of the port system of the Seine valley increase for the benefit of its customers by **pooling the means of the 3 port authorities** and tackling the subjects on **the right scale** :

as regards the industrial and logistics settlements on the scale of a production and **consumer basin of more than 14 million inhabitants** accounting for 30 % of the French GDP, and as **regards cargo flows on the west-European scale.**

HAROPA, a both high-performance and environmentally-friendly import/export solution

- **A sea transport offer at the best European standard** with more than 600 ports of call worldwide and around 3,500 commercial service offers in 2015 for containers and Ro-Ro trades; all alliances of world shipping companies are present; the port is accessible 24h/7d; it is the first port of call on the northern range on import and the last port of call on export.
- **An extensive and diversified land and estate offer** with 6,000 hectares of sites from Le Havre to Paris dedicated to port, industrial and logistics business; projects for turnkey warehouses conducted by first-class property developers (PROLOGIS, PANHARD, VAILOG-SEGRO); land sites available for new logistics and industrial setting-ups.

HAROPA, a both high-performance and environmentally-friendly import/export solution

- **An increasing river and rail multimodal offer.** For combined transport,
 - 10 river terminals in 5 regions served by 38 weekly river services
 - and 15 cities directly served by 61 weekly rail services; concerning bulk cargo, 34% of river and rail pre-carriage for cereal exports in 2015 (8.2 Mt).
- **A new-generation digital offer with the cargo community system S)One**
 - to dematerialize the information exchanges between all players of the transport chain and the Customs; open to importers-exporters, easy to access from anywhere, 100% mobile, S)ONE generates productivity gains and increased fluidity all along the chain.

French Inland Freight Corridor: Barriers & constraints

Capacity

Border Crossing

Customs procedures

Congestion

Image / trust

Conectivity

Improvements (Jelen, 2013)

- Improvement & harmonization of the legal basis
- Border Crossing procedures
- Tariff policy
- Institutional strengthening
- Capacity development
- Improvement of transport infrastructures

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Thank You for attention!

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